



**US Army Corps  
of Engineers®**

Nashville District

# Public Notice

Public Notice No. 04-22

Date: April 1, 2004

Application No. 990019650

Please address all comments to:  
Nashville District Corps of Engineers, Regulatory Branch  
3701 Bell Road, Nashville, TN 37214

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**JOINT PUBLIC NOTICE**  
**US ARMY CORPS OF ENGINEERS**  
**TENNESSEE VALLEY AUTHORITY**  
**AND**  
**STATE OF TENNESSEE**

**SUBJECT:** Proposed Stream Fill Associated With State Route 29 Improvements, Town Creek, Rhea County, Tennessee

**TO ALL CONCERNED:** The application described below has been submitted for a Department of the Army Permit pursuant to **Section 404 of the Clean Water Act**.

Before a permit can be issued, certification must be provided by the State of Tennessee, Division of Water Pollution Control, pursuant to Section 401(a)(1) of the CWA, that applicable water quality standards will not be violated. By copy of this notice, the applicant hereby applies for the required certification.

**APPLICANT:** Tennessee Department of Transportation (TDOT)  
Suite 900, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0334

**LOCATION:** S.R. 29 From: Near State Route 68 East to Spring City North City Limits  
Rhea County, Tennessee  
Project Start - lat: 35-40-24 lon: 84-52-24  
Project End - lat: 35-40-56 lon: 84-52-06  
USGS - Pennine & Spring City, Tennessee Quadrangles

**DESCRIPTION:** TDOT proposes to construct 3.24 miles of additional lanes for State Route 29 along the current alignment from near SR 68 east to north of the Spring City limits. The new construction would consist of four (12') lanes, a 12' center turn lane, 2' curbs and gutters, 6' flat areas behind the curbs, and variable side slopes. The proposal involves the placement of fill in approximately 3813' of Town Creek. This activity is subject to DA authorization.

**Stream Impacts** - Approximately 3,813' of stream impacts consisting of box culverts, relocations, and bank stabilization would occur at the following locations:

Sta. 27+644 (Rt.) to  
Sta. 28+755.410 (Rt.):

**Channel Relocation (Town Creek)**

**Existing open stream** = 1145 m (3757 ft)

Existing structure = 8 m (26 ft) of 2 @ 4.6 m x 2.4 m  
(15 ft x 8 ft) box bridge (Sta. 1+015± Tallent Ln.)

Existing structure = 9 m (30 ft) of 3 @ 4.6 m x 1.5 m  
(15 ft x 5 ft) box bridge (Sta. 1+025± Kemmer Rd.)

**Total existing stream impact** = 1162 m (3813 ft)

Proposed structure = 12 m (39 ft) of 2 @ 4.88 m x 2.14 m  
(16 ft x 7 ft) box bridge (Sta. 1+030.5 Tallent Ln.)

Proposed rip-rap at outlet = 5 m ± (16 ft)

Proposed rip-rap at inlet = 3 m ± (10 ft)

Proposed structure = 17.5 m (57 ft) of 3 @ 4.88 m x 2.14 m  
(16 ft x 7 ft) box bridge (Sta. 1+026 Kemmer Rd.)

Proposed rip-rap at outlet = 5 m ± (16 ft)

Proposed rip-rap at inlet = 3 m ± (10 ft)

**Total proposed open stream** = 1137 m (3730 ft)

**Total proposed stream length** = 1166.5 m (3826 ft)

**Proposed Stream Mitigation** – The applicant proposes 3,826' of in-kind replacement for stream impacts on-site in accordance with the Tennessee Department of Environment and Conservation Draft Stream Mitigation Guidelines for the State of Tennessee.

In addition to the work identified above, the applicant has requested that the Corps of Engineers verify additional project activities that meet the criteria for authorization under the Nationwide Permit Program [January 15, 2002, Federal Register (Vol. 67, No. 10, pg 2020)]. Activities would involve streambank stabilization and structural fill for bridge support pilings.

Representative plans of the proposal are attached to this notice. The complete set of engineered drawings for this project is available for viewing by contacting Carl R. Olsen at (615) 369-7513.

The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the work must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. In addition, the evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency, under authority of Section 404(b)(1) of the CWA (40 CFR Part 230). A permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

The U.S. Department of Transportation Federal Highway Administration (FHA) and the TDOT completed an environmental assessment for impacts associated with SR29 on April 12, 1996 and issued a Finding of No Significant Impact for this proposed segment on March 9, 1998. A supplementary Environmental Assessment will be prepared by this office to evaluate any impacts not addressed in the FHA environmental assessment prior to a final decision concerning issuance or denial of the requested Department of the Army Permit.

The National Register of Historic Places has been consulted and no properties listed in or eligible for the National Register are known which would be affected by the proposed work. This review constitutes the full extent of cultural resources investigations unless comment to this notice is received documenting that significant sites or properties exist which may be affected by this work, or that adequately documents that a potential exists for the location of significant sites or properties within the permit area. Copies of this notice are being sent to the office of the State Historic Preservation Officer and the U.S. Department of the Interior, National Park Service, Interagency Archaeological Services - Atlanta.

Based on available information, the proposed work will not destroy or endanger any Federally-listed threatened or endangered species or their critical habitats, as identified under the Endangered Species Act. Therefore, we have reached a no effect determination and initiation of formal consultation procedures with the U.S. Fish and Wildlife Service is not planned at this time.

Other Federal, State, and/or local approvals required for the proposed work are as follows:

- a. Tennessee Valley Authority (TVA) approval under Section 26a of the TVA Act. In addition to other provisions of its approval, TVA would require the applicant to employ best management practices to control erosion and sedimentation, as necessary, to prevent adverse aquatic impacts.
- b. Water quality certification from the State of Tennessee, in accordance with Section 401(a)(1) of the Clean Water Act.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

Written statements received in this office on or before May 1, 2004, will become a part of the record and will be considered in the determination. Any response to this notice should be directed to the Regulatory Branch, Attention: Carl R. Olsen, at the above address, telephone (615) 369-7513. It is not necessary to comment separately to TVA since copies of all comments will be sent to that agency and will become part of its record on the proposal. However, if comments are sent to TVA, they should be mailed to:

Mr. Mark Degnan  
TVA  
Watts Bar/Melton Hill, Land Management Team  
2009 Grub Road  
Lenoir City, TN 37771

APPLICATION BY:  
TENNESSEE DEPARTMENT OF TRANSPORTATION  
Project No. 72001-1270-04  
State Route 29  
From: near State Route 68 East  
To: Spring City north city limits  
Rhea County  
Near: Spring City

END PROJECT  
STA. 31+445

PENNIE, TN QUADRANGLE 118-NW

END INDIVIDUAL 404  
STA. 28+755.410

PROJECT END  
EXISTING STREAM  
PROJECT START

BEGIN INDIVIDUAL 404  
STA. 27+644

SPRING CITY, TN QUADRANGLE 118-NE

BEGIN PROJECT  
STA. 26+041

USGS  
PENNINE & SPRING CITY, TENN.

NORTH

Scale 1:24000

0 1000 2000 3000 4000 5000 ft

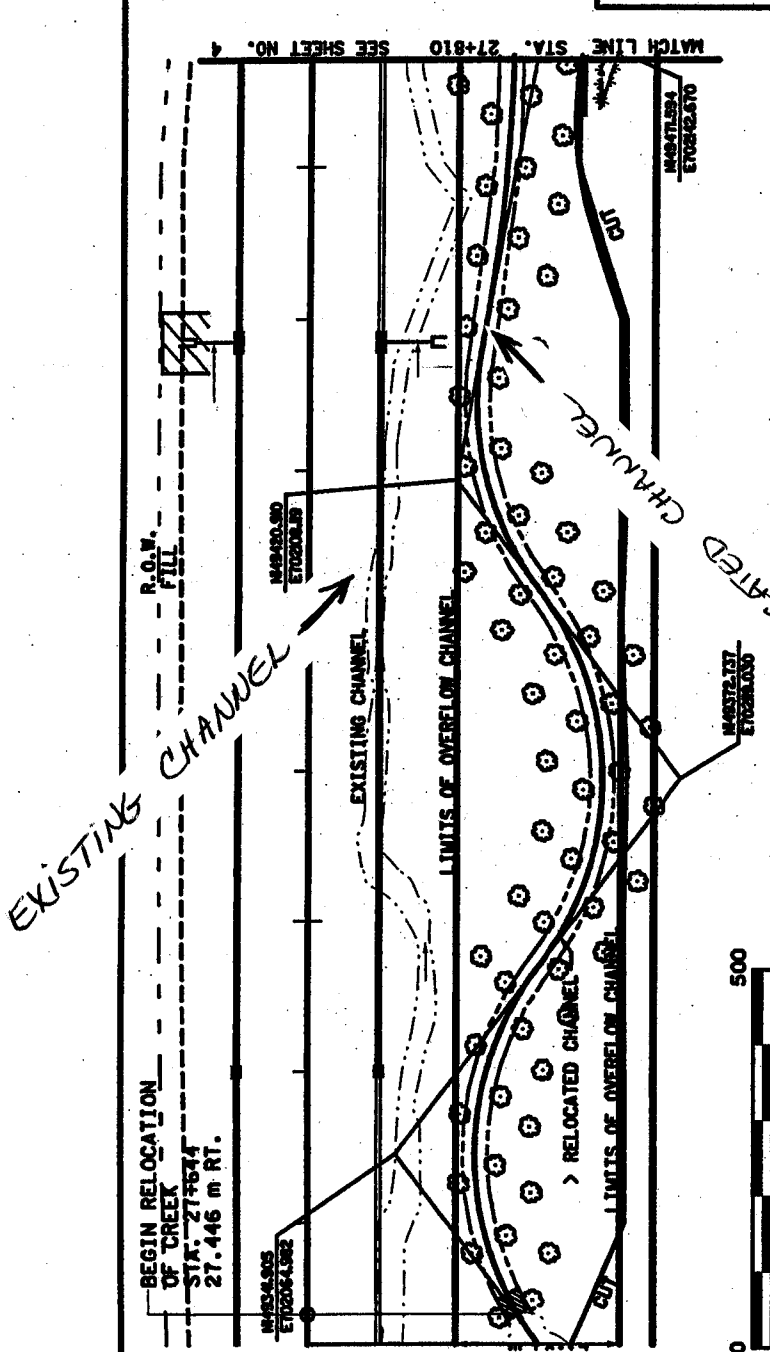
PN 04-22

FILE NO. 990019650

CONTOUR INTERVAL 20 FEET

GEODETIC VERTICAL DATUM OF 1929

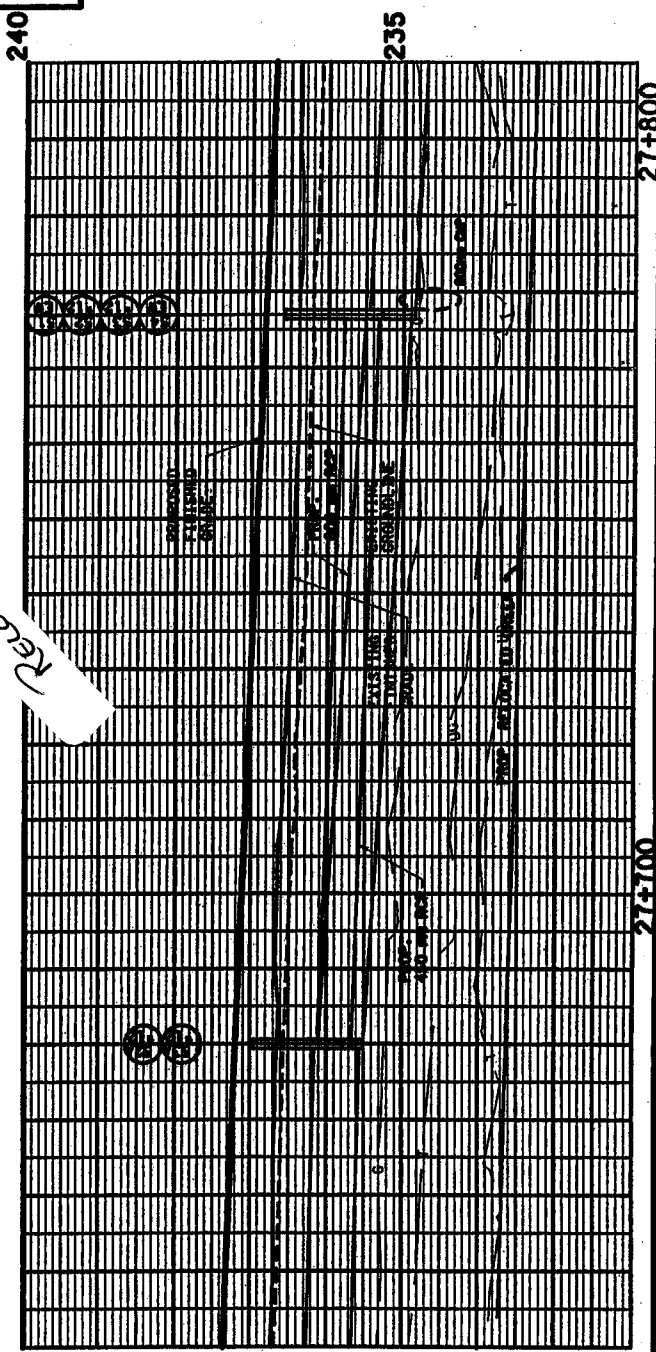
# Permit Sketch



WETLAND IMPACTS	
AREA OF PERMANENT FILL	= N/A ha
VOLUME OF PERMANENT FILL	= N/A m <sup>3</sup>
AREA OF TEMPORARY FILL	= N/A ha
VOLUME OF TEMPORARY FILL	= N/A m <sup>3</sup>

## NOTES:

1. TOTAL LENGTH OF PROP. RELOCATED CREEK IS 1166.8 m.
2. TOTAL LENGTH OF EXISTING CREEK IS 1162 m.



**APPLICATION BY:**  
 TENNESSEE DEPARTMENT OF TRANSPORTATION  
 PROJECT No. 72001-1270-04  
 CONTRACT NO. 6043  
 S.R. 29 RHEA COUNTY  
 FROM: NEAR STATE ROUTE 68 EAST  
 TO: SPRING CITY NORTH CITY LIMITS  
 APPROX. 5.222 km

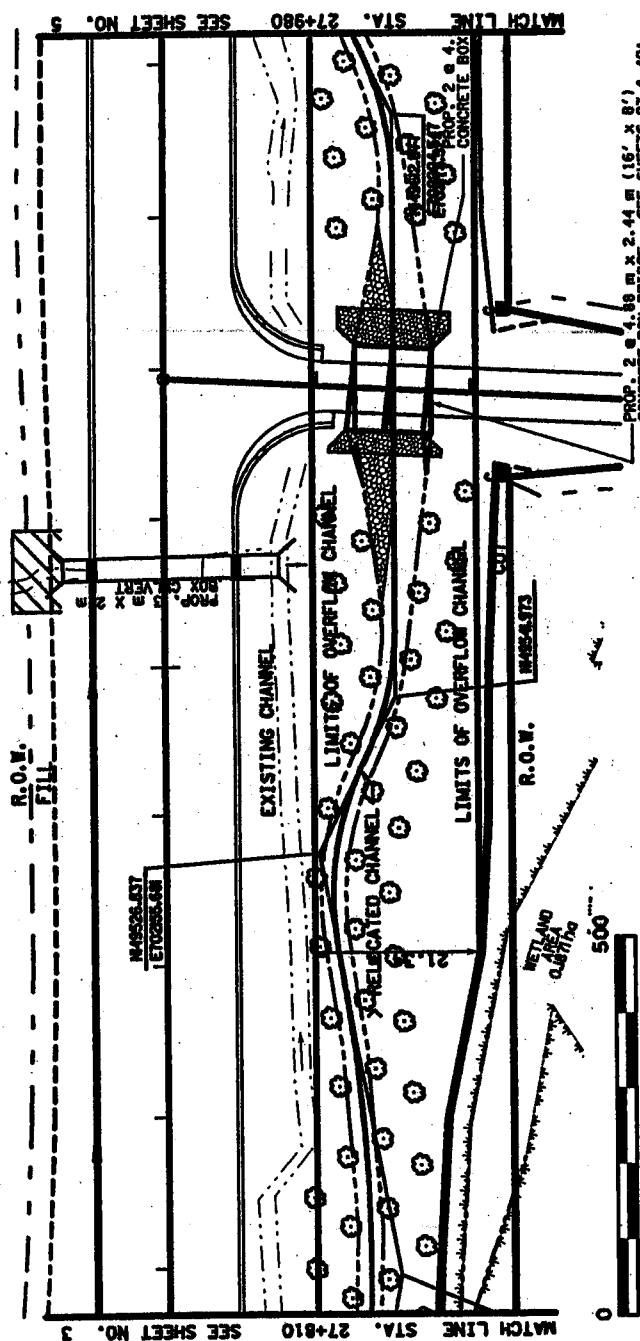
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REVISED: 02/04/04

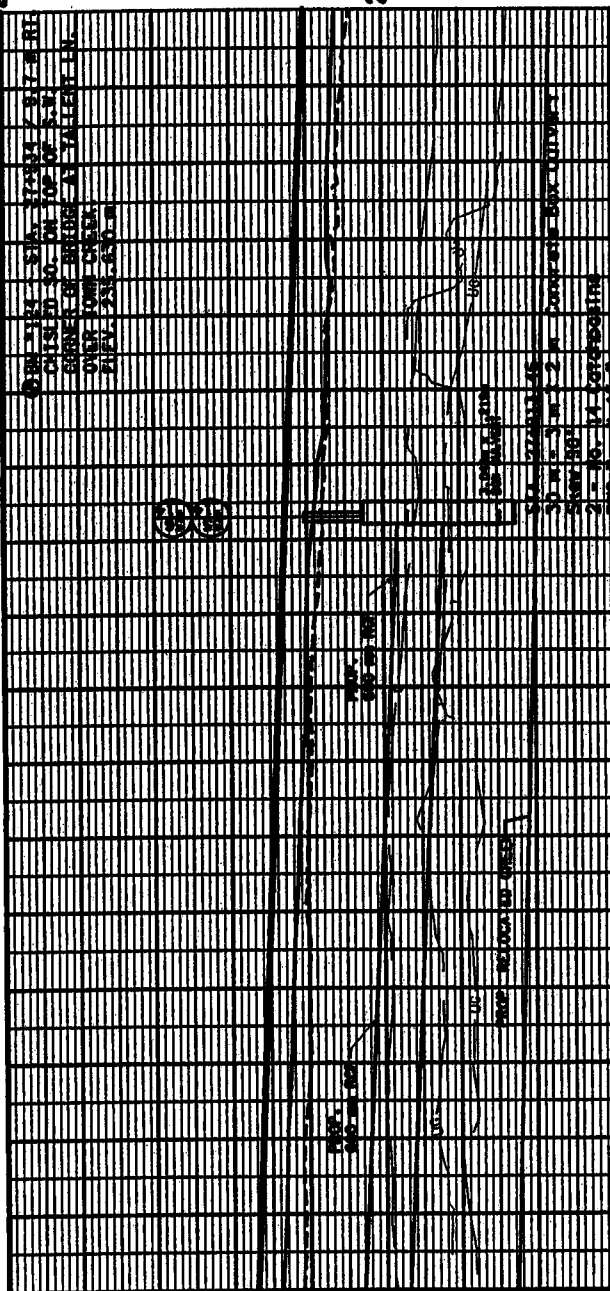
SHEET 3 OF 12

PN 04-22  
 FILE NO. 990019650

# Permit Sketch



WETLAND IMPACTS	
AREA OF PERMANENT FILL	N/A ha
VOLUME OF PERMANENT FILL	N/A m <sup>3</sup>
AREA OF TEMPORARY FILL	N/A ha
VOLUME OF TEMPORARY FILL	N/A m <sup>3</sup>



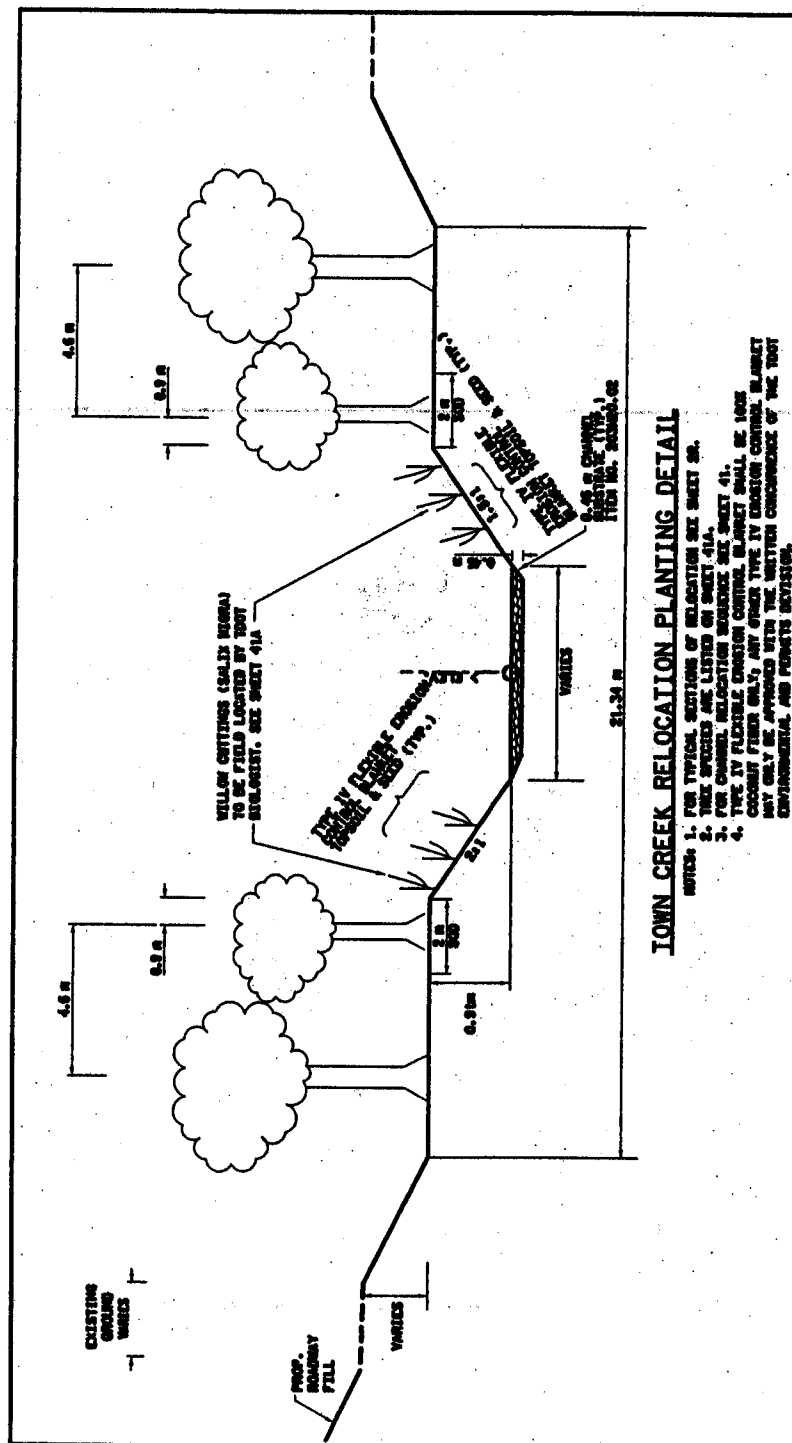
APPLICATION BY:  
 TENNESSEE DEPARTMENT OF TRANSPORTATION  
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 APPROX. 5.222 km

DATE: 12/20/02

REVISED: 02/04/04

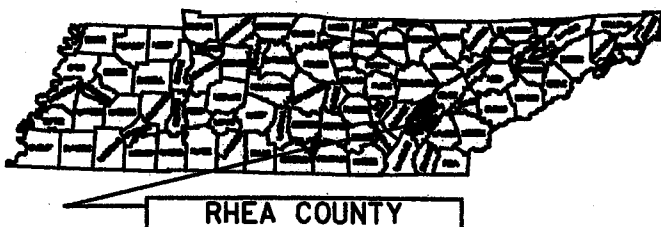
SHEET 4 OF 12

PN 04-22  
 FILE NO. 990019650



# **TOWN CREEK RELOCATION PLANTING DETAIL**

## **TYPICAL SECTION FOR CREEK RELOCATION EMBANKMENT AND PLANTING DETAIL**



**APPLICATION BY:**  
**TENNESSEE DEPARTMENT OF TRANSPORTATION**  
**PROJECT No. 72001-1270-04**  
**CONTRACT NO.6043**  
**S.R. 29**  
**FROM: STATE ROUTE 68 EAST**  
**TO: SPRING CITY NORTH LIMITS**  
**APPROX. 5.222 km**

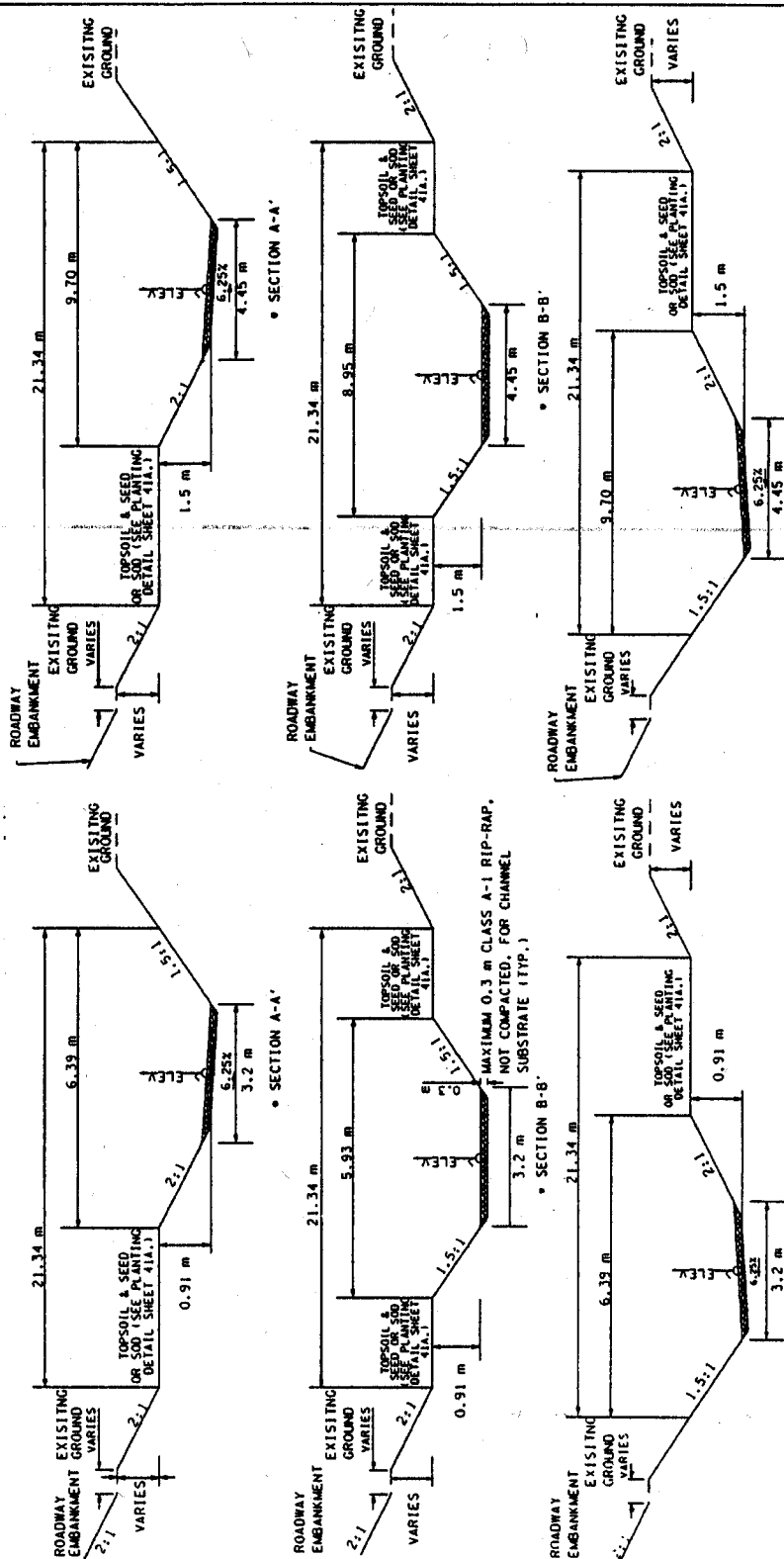
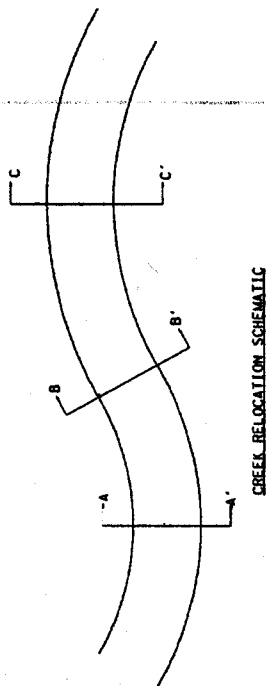
**DATE: 12/20/02**

**REVISED: 02/04/04**

**SHEET 11 OF 12**

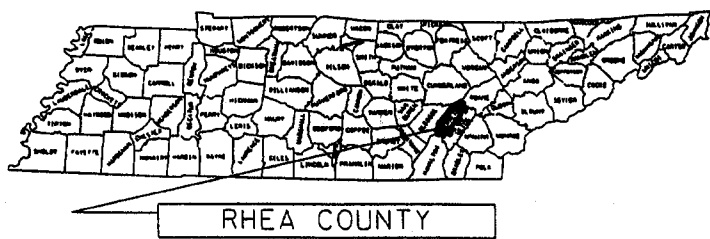
**PN 04-22**  
**FILE NO. 990019650**





TYPICAL SECTIONS (CREEK RELOCATION)  
RIGHT OF STA. 28+170 TO STA. 28+715 S.R. 29

TYPICAL SECTIONS (CREEK RELOCATION)  
RIGHT OF STA. 27+644 TO STA. 28+170 S.R. 29



APPLICATION BY:  
TENNESSEE DEPARTMENT OF TRANSPORTATION  
PROJECT No. 72001-1270-04  
CONTRACT NO. 6043  
S.R. 29  
FROM: STATE ROUTE 68 EAST  
TO: SPRING CITY NORTH LIMITS  
APPROX. 5.222 km

DATE: 12/20/02

REVISED: 02/04/04

SHEET 12 OF 12

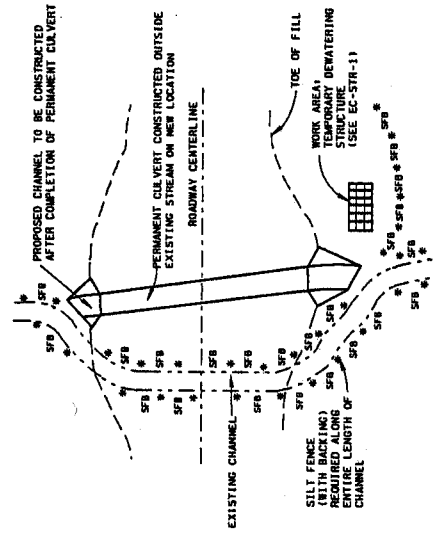
PN 04-22  
FILE NO. 990019650

REV. 12-18-02, CHANNELS DIVISION  
NO. FROM EC-STR-31 TO EC-STR-31.  
REV. 12-18-02, CHANNELS DIVISION  
NO. FROM EC-STR-31 TO EC-STR-31.  
REV. 12-18-02, CHANNELS DIVISION  
NO. FROM EC-STR-31 TO EC-STR-31.  
REV. 12-18-02, CHANNELS DIVISION  
NO. FROM EC-STR-31 TO EC-STR-31.

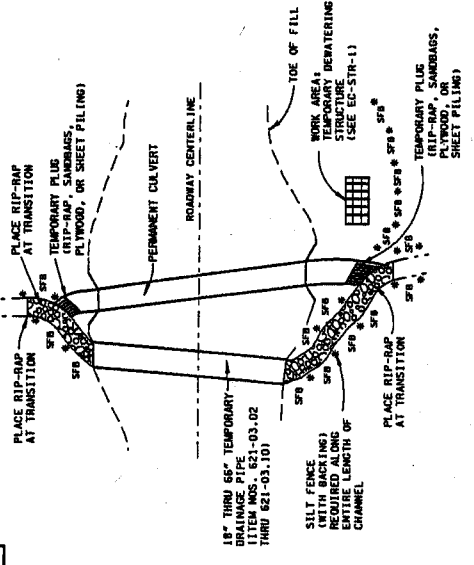
TEMPORARY DIVERSION CHANNELS GENERAL NOTES

- A TEMPORARY DIVERSION CHANNEL SHALL BE USED TO DIVERT NORMAL STREAM FLOW FROM AN ERODIBLE AREA UNTIL SUCH AREA CAN BE STABILIZED.
- B DESIGNER SHALL PROVIDE CULVERT SECTIONS FOR TEMPORARY CULVERT CROSSINGS.
- C ITEM NO. 740-10.03, GEOTEXTILE (TYPE III) (EROSION CONTROL) SHALL BE USED WITHOUT RIP-RAP FOR CHANNEL FLOW VELOCITIES OF LESS THAN 3.0 FPS.
- D ITEM NO. 740-10.03, GEOTEXTILE (TYPE III) (EROSION CONTROL) SHALL BE USED WITH RIP-RAP FOR CHANNEL FLOW VELOCITIES OF 3.0 FPS TO 9.0 FPS. THE RIP-RAP SHALL BE SIZED USING FPM 100-10 DESIGN OF ROADSIDE CHANNELS WITH FLEXIBLE LININGS.
- E GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF THE STANDARD SPECIFICATION FOR GEOTEXTILES AASHTO DESIGNATION M-288, EROSION CONTROL.
- F DIVERSION CHANNEL SHALL BE STABILIZED AND INSPECTED BY THE PROJECT ENGINEER BEFORE FLOW IS DIVERTED.
- G DIVERSION CHANNEL SHALL BE INSPECTED AFTER EVERY RAIN EVENT OR WEEKLY AND ANY NEEDED REPAIRS SHALL BE DONE IMMEDIATELY TO PREVENT WATER POLLUTION DUE TO SEDIMENT.
- H DURING CONSTRUCTION OF THE DIVERSION CHANNEL, DAMAGE TO THE EXISTING STREAM, CANOPY REMOVAL, AND DEPTH OF THE CHANNEL CONSTRUCTION SHALL BE MONITORED AND RECORDED. PROTECTION SHALL ALSO BE PROVIDED, AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- I GEOTEXTILE FABRIC LINING IN THE TEMPORARY DIVERSION CHANNELS SHOULD BE USED ONLY ON INTERMITTENT FLOW STREAMS OR BITCHES. USE RIP-RAP OR CULVERTS IF STREAM FLOWS YEAR ROUND.
- J NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY BEFORE DIVERTING WATER FROM THE EXISTING CHANNEL. THE NEW CHANNEL SHALL BE STABILIZED BEFORE DIVERTING WATER FLOW. TEMPORARY FLOW DIVERSION STRUCTURES SHALL BE USED UNTIL WORK IS COMPLETE. THESE STRUCTURES CAN BE ANY NON-ERODIBLE MATERIAL.
- K ALL EXISTING VEGETATION OUTSIDE THE CUT AND FILL LINES BUT INSIDE THE RIGHT-OF-WAY SHALL NOT BE DISTURBED UNLESS IT INTERFERES WITH SAFETY STANDARDS.
- L CONSTRUCTION OF THE CHANNEL RELOCATIONS AND BOX CULVERTS AND BOX BRIDGES SHALL PROCEED AS FOLLOWS:
  - 1. CONSTRUCT A MEANDERING TEMPORARY CHANNEL ADJACENT TO THE PROPOSED BOX BRIDGE OR CULVERT TO DIVERT WATER TEMPORARILY DURING THE BOX CONSTRUCTION. THE TEMPORARY CHANNEL SHALL BE INSTALLED IN ACCORDANCE WITH THE STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 209 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
  - 2. RELOCATE CHANNEL AND CONSTRUCT BOXES SIMULTANEOUSLY.
  - 3. SOD AND/OR RIP-RAP RECONSTRUCTED BANKS. THE UPPER CHANNEL PLUG IS TO REMAIN IN PLACE UNTIL SUBNOTES 1 THROUGH 3 UNDER THIS HEADING ARE COMPLETED TO INSURE THAT ALL CONSTRUCTION IS IN THE DRY.
  - 4. IF AN EARTH PLUG IS NECESSARY AT THE DOWNSTREAM END OF THE CHANNEL IT SHOULD BE REMOVED FIRST, THEN REMOVE THE UPPER PLUG TO RELEASE WATER INTO THE RECONSTRUCTED CHANNEL.
- M DIVERSION CHANNELS, LININGS, CULVERTS, TEMPORARY DEWATERING STRUCTURES, AND SILT FENCES, SHALL BE PAID FOR UNDER THEIR RESPECTIVE PAY ITEMS.
- N TEMPORARY DIVERSION CHANNELS SHALL BE DESIGNED USING A 2 YEAR FREQUENCY RUNOFF Q WHEN REMAINING IN USE FOR 3 WEEKS OR LESS; USE A 10 YEAR FREQUENCY FOR MORE THAN 3 WEEKS. MAXIMUM DRAINAGE AREA IS 640 ACRES.

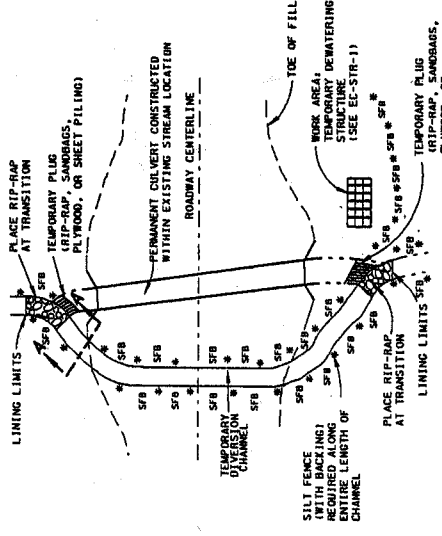
CULVERT CONSTRUCTED OUTSIDE EXISTING STREAM



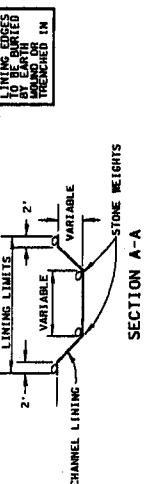
TEMPORARY CULVERT USED DURING CONSTRUCTION



CULVERT CONSTRUCTED WITHIN EXISTING STREAM



TEMPORARY DIVERSION CHANNEL WITH GEOTEXTILE FABRIC LINING



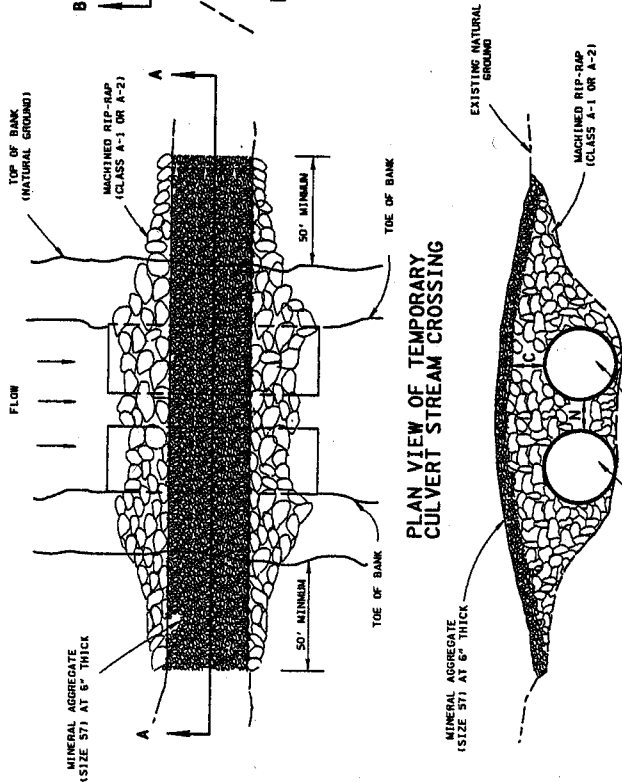
PIPE DIAMETER FOR STREAM CROSSINGS OR TEMPORARY DIVERSION CHANNELS (INCHES)					
DRAINAGE AREA (ACRES)	AVERAGE SLOPE OF WATERSHED				
	12	22	32	42	42
1-25	24	24	30	30	30
26-50	24	30	36	36	36
51-100	30	36	42	42	42
101-150	30	42	48	48	48
151-200	36	42	48	48	48
201-250	36	48	54	54	54
251-300	36	48	54	60	60
301-350	42	48	60	60	60
351-400	42	54	60	60	60
401-450	42	54	60	72	72
451-500	42	54	60	72	72
501-550	48	60	60	72	72
551-600	48	60	60	72	72
601-640	48	60	72	72	72

NOTE: ASSUMPTIONS FOR DETERMINING THE TABLE: USDA-SCS PEAK DISCHARGE AS ESTIMATED FROM THE FOLLOWING DISCHARGE DEPTH-3.5' FOR A 2-YEAR FREQUENCY STORM.

EROSION CONTROL PLAN LEGEND: TEMPORARY DIVERSION CHANNEL (DESCRIBE - SIZE AND TYPE OF LINING)

TEMPORARY CULVERT CROSSING

(ITEM NOS. 203-01, 203-10-01, 621-03-02 THRU 621-03-10, 709-05-06 & 709-05-07)

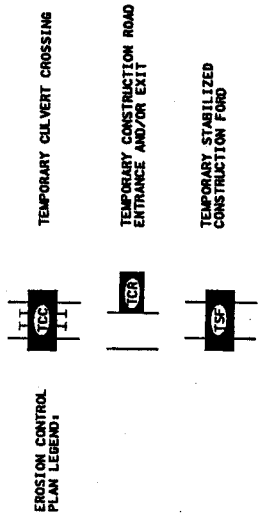


PLAN VIEW OF TEMPORARY CULVERT STREAM CROSSING

CAPACITY OF 18" TO 66" TEMPORARY EROSION PIPE CULVERTS SHALL BE BASED ON 5-YEAR FREQUENCY STORMS

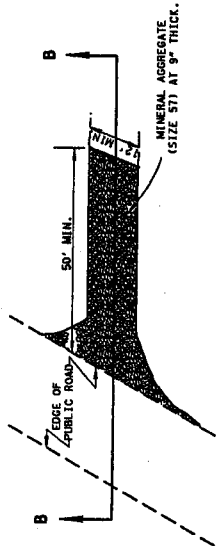
SECTION A - A

C = 1/2 DIAMETER OF PIPE OR 18" WHICHEVER IS GREATER.  
N = 1/2 DIAMETER OF PIPE OR 12" WHICHEVER IS GREATER.



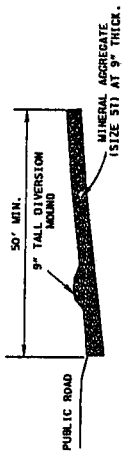
TEMPORARY CONSTRUCTION ROAD ENTRANCE AND/OR EXIT

(ITEM NOS. 203-01 & 303-10-01)



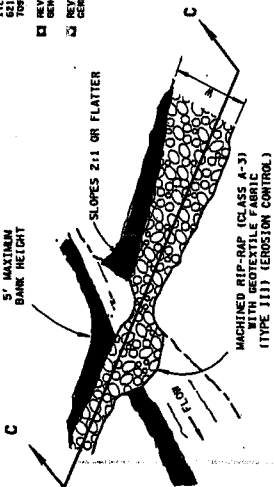
PLAN VIEW OF TEMPORARY CONSTRUCTION ROAD ENTRANCE AND/OR EXIT

SECTION B - B



TEMPORARY STABILIZED CONSTRUCTION FORD

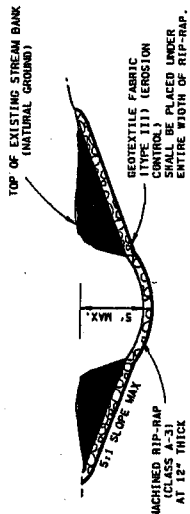
(ITEM NOS. 203-01, 709-05-05 & 740-10-01)



PLAN VIEW OF STABILIZED CONSTRUCTION FORD

N = FORD WIDTH SHALL VARY FROM A MINIMUM WIDTH OF 12' TO A MAXIMUM WIDTH OF 20'.

SECTION C - C



GENERAL NOTES

- (A) DIMENSIONS SHOWN ON THESE DETAILS ARE THE MINIMUM THAT WILL BE ACCEPTABLE UNLESS OTHERWISE SPECIFIED BY THE PROJECT ENGINEER.
- (B) GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF THE STANDARD SPECIFICATION FOR GEOTEXTILES AASHTO DESIGNATION M-288, EROSION CONTROL.
- (C) TEMPORARY CULVERT CROSSINGS SHALL CONSIST OF ONE OR MORE CULVERTS BEING EIGHTEEN TO SIXTY-SIX INCHES IN DIAMETER. THEIR SIZE WILL VARY FROM EIGHTEEN TO SIXTY-SIX INCHES IN DIAMETER. TEMPORARY CULVERTS SHALL BE AS TEMPERARY DRAINAGE TYPE.
- (D) TEMPORARY CULVERT CROSSINGS SHALL BE BID UNDER THE FOLLOWING PAY ITEMS:
  - 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED) PER CUBIC YARD
  - 621-03-01 MINERAL AGGREGATE (SIZE 57) PER TON
  - 621-03-02 18" TEMPORARY DRAINAGE PIPE PER LINEAR FOOT
  - 621-03-03 24" TEMPORARY DRAINAGE PIPE PER LINEAR FOOT
  - 621-03-04 30" TEMPORARY DRAINAGE PIPE PER LINEAR FOOT
  - 621-03-05 36" TEMPORARY DRAINAGE PIPE PER LINEAR FOOT
  - 621-03-06 42" TEMPORARY DRAINAGE PIPE PER LINEAR FOOT
  - 621-03-07 48" TEMPORARY DRAINAGE PIPE PER LINEAR FOOT
  - 621-03-08 54" TEMPORARY DRAINAGE PIPE PER LINEAR FOOT
  - 621-03-09 60" TEMPORARY DRAINAGE PIPE PER LINEAR FOOT
  - 621-03-10 66" TEMPORARY DRAINAGE PIPE PER LINEAR FOOT
  - 709-05-06 MACHINED RIP-RAP (CLASS A-1) PER TON
  - 709-05-07 MACHINED RIP-RAP (CLASS A-2) PER TON
- (E) TEMPORARY CONSTRUCTION ROAD ENTRANCES AND/OR EXITS SHALL BE BUILT TO REDUCE SEDIMENT LEAVING THE CONSTRUCTION SITE AND TO REDUCE EROSION OF THE PUBLIC ROAD SURFACE.
- (F) TEMPORARY CONSTRUCTION ROAD ENTRANCES AND/OR EXITS SHALL BE BID UNDER THE FOLLOWING PAY ITEMS:
  - 203-01 ROAD AND DRAINAGE EXCAVATION PER CUBIC YARD
  - 303-10-01 MINERAL AGGREGATE (SIZE 57) PER TON
- (G) TEMPORARY STABILIZED CONSTRUCTION FORDS ARE EFFECTIVE FOR INFREQUENT CROSSING OF WIDE SHALLOW DEPRESSIONS.
- (H) TEMPORARY STABILIZED CONSTRUCTION FORDS SHALL BE BID UNDER THE FOLLOWING PAY ITEMS:
  - 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED) PER CUBIC YARD
  - 621-03-05 GEOTEXTILE (TYPE III) EROSION CONTROL PER SQUARE YARD
  - 740-10-03

REV. 12-18-91, CHANGED DRAWING FROM EC-STR-25 TO EC-STR-26.  
REV. 5-27-01, CHANGED ITEM NO. 203-10-01 TO 203-10-01.  
CHANGED DESCRIPTION IN ITEM NOS. 621-03-02 TO 621-03-10, AND 709-05-05 TO 709-05-07.  
REV. 12-18-91, CHANGED DRAWING FROM EC-STR-25 TO EC-STR-26.  
REV. 5-27-01, CHANGED ITEM NO. 203-10-01 TO 203-10-01.  
CHANGED DESCRIPTION IN ITEM NOS. 621-03-02 TO 621-03-10, AND 709-05-05 TO 709-05-07.  
REV. 12-18-91, CHANGED DRAWING FROM EC-STR-25 TO EC-STR-26.  
REV. 5-27-01, CHANGED ITEM NO. 203-10-01 TO 203-10-01.  
CHANGED DESCRIPTION IN ITEM NOS. 621-03-02 TO 621-03-10, AND 709-05-05 TO 709-05-07.

MINOR REVISION - FINAL APPROVAL NOT REQUIRED.  
STATE OF TEXAS  
DEPARTMENT OF TRANSPORTATION  
TEMPORARY ROAD STABILIZATION AND TEMPORARY CULVERT CROSSING  
10-26-92 EC-STR-25